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Grief and Guilt

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Author's note: What started off as a great day took a horrifying turn that will have a lifelong effect on my family. I hope sharing our story will help prevent others from ever having to deal with a similar heartbreaking accident.

It was a Monday in late June and I had been lucky enough to get released from duty a little early. I decided to surprise my family by picking up some burgers and hotdogs and grilling out for dinner. Due to the distance of my commute, along with the traffic around Washington, I normally got home about 7 p.m. By then, dinner was usually over and my 2-year-old son, Liam, would be winding down before his bath and bed. Today, however, I would be home and grilling by 5 p.m.

It was a beautiful evening, so we ate dinner on the back deck. We rarely got to do this on a weekday and were enjoying every minute of it. I even got a chance to play with Liam in his sandbox and throw the ball with the dogs.

It was still daylight when we finished playing, so I figured I should take advantage of the nice weather and mow my backyard. As I brought out my riding lawn mower, Liam ran to me and asked for a ride. I'd always let him sit on my leg and pretend to drive as I mowed. Sometimes, he'd even fall asleep on my lap before we'd finish.

(I know many of you are screaming, "No! You should never let a child ride on a lawnmower!" My wife and I, however, were both raised in areas where it was common for even a young child to ride along on a mower, tractor or all-terrain vehicle, so we didn't see anything wrong with it. We've since changed our stance.)

I picked up Liam, put him on my lap and started mowing my

"When I pushed the gas pedal a little more, I heard a sound that will haunt me for the rest of my life — my beautiful boy was screaming like nothing I had ever heard."

half-acre backyard. While we were mowing, my wife grabbed the weed trimmer and started cleaning up the grass along the fence line. After two passes along the perimeter of the yard, Liam decided he wanted to get off the mower and go to his mother, so I disengaged the blade and put him down. He ran over toward my wife and got in his sandbox to play. Seeing he was now safely out of the way, I engaged the blades and went back to cutting. While I was making another pass along the perimeter, I watched Liam grab his bubble mower and start pushing it over some areas I'd mowed on the other side of the yard. We both continued mowing until my grass chute clogged.

I turned off the mower, cleared the clog, reconnected the chute to the bagger and started mowing again. I'd ridden about 10 feet when I looked back and noticed the grass was clumping as if the chute was still clogged. Knowing I had cleared the chute all the way to the bagger, I figured the cutting deck must have clumped grass stuck to it. I turned off the blades again and quickly raised and lowered the deck, almost slamming it on the ground, to break up the clumps. After I did this about five or six times, I engaged the blades again and put the mower in reverse.

(My mower has a safety feature that disengages the blades when it is in reverse. While this is a great feature, it can be bypassed. I'd always done this because it made cutting my grass a little easier.)

As I rode backward, the mower stopped moving. This had happened before when I'd run over some wet grass clumps, so I didn't think anything of it. When I pushed the gas pedal a little more, I heard a sound that will haunt me for the rest of my life — my beautiful boy was screaming like nothing I had ever heard. I looked back and saw his leg up to the knee was now under the cutting deck. I instantly disengaged the blades and got the mower off of him. My wife screamed as she ran to us. All the while, Liam was crying out, "Why daddy hurt Liam?"

My wife and I are both Soldiers with multiple deployments, so our hysteria lasted only seconds

Did You Know?

The American Academy of Pediatrics offers the following lawn mower injury prevention tips:

- Only use a mower with a control that stops the mower blade from moving if the handle is let go. (Editor's note: Never override you mower's safety features.)
- Children should be at least 12 years of age before operating a push lawn mower and 16 to operate a driving lawn mower.
- Make sure sturdy shoes (not sandals or sneakers) are worn while mowing.
- Prevent injuries from flying objects, such as stones or toys, by picking up objects from the lawn before mowing begins. Have anyone who uses a mower, or is in the vicinity, wear polycarbonate protective eyewear at all times.
- Do not pull the mower backward or mow in reverse unless absolutely necessary; carefully look for children behind you when you mow in reverse.
- Always turn off the mower and wait for the blades to stop completely before removing the grass catcher, unclogging the discharge chute, inspecting or repairing lawn mower equipment or crossing gravel paths, roads or other areas.
- Use a stick or broom handle (not your hands or feet) to remove debris in lawn mowers.
- Do not allow children to ride as passengers on riding mowers and keep them out of the yard while mowing.
- Drive up and down slopes, not across, to prevent a mower rollover.
- Keep lawn mowers in good working order. When using a lawn mower for the first time in a season, have it serviced to ensure it is working correctly.

before we quickly transitioned to triage mode. We wrapped up Liam and moved him to an area that would be more easily accessible for paramedics. We then called 911 and tried to keep him calm. I'd like to say I was in complete control, but when the paramedics arrived, I broke down. My wife rode in the ambulance with Liam while I waited at home to hear which hospital Life Flight would transport him.

Over the next two weeks, Liam underwent six surgeries before we were faced with the unthinkable decision: have doctors attempt to reconstruct his severely damaged foot or amputate it at the ankle. The mower had severed tendons and broken both bones in his lower leg. Worse, he'd lost his heel, two toes and skin from his calf. By the grace of God, Liam's pediatric orthopedic surgeon was one of the best in the country. We told him we wanted to do whatever would be best for his quality of life. In the end, we decided the best option was to amputate.

As I write this, nine weeks have passed since that terrible day. While Liam is physically healing, his psychological well-being is coming along a little more slowly. We are in the process of having him fitted with a prosthesis, but are still dealing with things no parent should have to endure. How do you even begin to explain to a 2-year-old why this accident happened? We welcomed our second child just last month and are preparing to one day answer her questions about why her brother doesn't have two feet or why he can take off one of his but she can't. I never could have imagined we'd one day be dealing with something this awful.

I'm sure it's no surprise I'm still dealing with the guilt and grief that resulted from this accident. One thing I knew I had to do, though, was share my story with others. I don't want another parent to ever have to experience what we have. I bet most of you don't even think about lawn mower accidents and how often they occur. I can tell

you they happen more frequently than you would imagine. The American Academy of Pediatrics estimates about 17,000 children annually require emergency room care due to lawn mower accidents. Thousands of adults are also injured.

Lessons learned

Over the past couple of months, I have continually replayed the events of that day in mind, wishing I had done things differently. First, I would have insisted Liam stay inside the house with my wife while I cut the grass. Had he been inside, there's no way this accident could have occurred.

Second, I shouldn't have overridden my mower's safety features. Manufacturers put these safeguards on equipment to help prevent accidents. Had I not bypassed the feature that disengages the blade when the mower is in reverse, Liam wouldn't had been injured as badly, if at all.

Finally, I should have held off cutting the grass until a time I didn't feel so rushed. It had rained the previous few weekends, which had kept me from doing yard work. As a result, our grass had gotten really high. More rain was forecast for later in the week, so I wanted to get it cut while I still could. We were also scheduled to go out of town for the July Fourth weekend, which meant if I didn't cut it before we left, it would be at least another eight to 10 days before I got another chance.

It's difficult to say what else I could or should have done differently without getting into the self-blame game. I've already done that, and still do to an extent. I have flashbacks about the accident and wake up in a cold sweat every night. While writing this article was hard for me, I decided burying my head in the sand and avoiding talking about it was not the answer. Writing this was as much therapeutic for me as I hope it will be educational for all who read it.

Since the accident, Liam and I have grown extremely close. I'm no longer just the guy that is home for nights and weekends. I'm his rock — the person he looks to for love and support. He knows I would never intentionally hurt him and I hope one day he'll understand how very sorry I am for what happened that day.■

HERE IT COMES

Don't wait for the storm to come. Now is the time to get your vehicle ready.

- Emergency kit
- Blanket
- Flashlight
- Heat source

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Keep going in the snow

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Driving is a challenging task. Traffic, road construction, rain, kids making noise, the radio and ringing cellphones can all be very distracting. Couple that with slick wintry roads, black ice, snow and sleet and you've added a whole new element to driving. Toss in those four-wheel-drive owners who think they can still go 60 mph on these roads and the risks rise considerably. While you can't control the weather or other drivers, you can apply risk management to reduce your driving risks.

First, identify the hazards. Among those are things such as black ice, snow accumulation and other traffic, including snowplows and vehicles spreading sand or salt. Checking your local weather forecast and road conditions can help keep you on top of these hazards.

Second, assess the hazards. Examine each one in terms of its probability and severity should an accident happen. Consider historical lessons learned, experience levels and judgment. If you've had an accident driving on icy roads, you know the possible consequences. Ask yourself, "Is this trip necessary?"

The third and fourth steps — developing controls and making risk decisions, and implementing controls — can begin well before the first snow falls. One important part is winterizing your vehicle. Here's what you can do:

Windshield wipers

One of the most overlooked parts of vehicle maintenance is replacing the windshield wiper blades. Automobile experts recommend these be changed annually because torn, cracked and dry-rotted blades can fail to keep your windshield clear when driving through rain, sleet or snow. Also, fill your windshield washer reservoir with a fluid designed for the cold temperatures where you'll be driving. If needed, you can supplement your washer fluid with concentrates designed to keep your windows clear at extremely low temperatures. Keep an extra bottle of fluid in your vehicle so you won't run out in the middle of a trip.

Battery

Check your battery and charging system. Overlooked batteries can lose power when temperatures drop, making it hard to start your vehicle.

Tires

Tires are also a vital part of safe winter driving. Maintaining the best possible traction with the roadway is crucial in determining how well your vehicle rides, turns and stops. Make sure your tires have plenty of good, deep tread and are properly inflated. Remember, your tire pressure drops about 1 psi for every 9 F drop in temperature. While you're at it, check your spare tire for proper inflation. While checking your spare, locate your jack and the other equipment you'll need for changing tires.

Radiator

Check your radiator to make sure it has the proper amount of coolant and has been properly serviced. It is important to have the radiator flushed and the coolant changed periodically. Your owner's manual will tell you when that needs to be done. Many antifreeze products are pre-mixed; if yours isn't, a 50-50 mix of coolant to water is normally appropriate. When in doubt, check your owner's manual.

Fuel

Watch your fuel level, keeping your tank at least half full to reduce moisture buildup inside the fuel tank. Knowing you have enough fuel can give you peace of mind when stuck in traffic. Remember, as long as you have fuel, a properly maintained engine can idle indefinitely, keeping you warm inside your vehicle. Make sure you keep a window open slightly for proper ventilation.

In case of emergency

There are some useful items I recommend you keep in your trunk,

including a blanket or two, snow shovel, some cat litter or sand for traction, fire extinguisher, an old pair of boots, jumper cables, proper-fitting tire chains, flares and a first aid kit. And, of course, you'll need a snow brush and ice scraper to clear off your windows, mirrors, headlights and brake lights. This will help you to better see and be seen by others. Warming up your car before driving is also a good idea. This allows your oil and coolant to reach operating temperature and your heater to warm up and clear your windows.

On the road

Everyone knows hurrying increases the risk of an accident, so allow yourself extra time to get to your destination. When driving in snowy conditions, allow extra stopping distance when approaching intersections. Begin braking early just in case you begin sliding on the snow or ice. On primary and secondary roads, increase your following distance to allow ample stopping time in poor weather.

You can use your vehicle's transmission to help maintain control. By downshifting a manual or automatic transmission, you can use your engine's braking power to help slow you. Some newer automatic transmissions offer a second gate for the shift lever that allows you to upshift or downshift through the gears as desired.

Don't panic if you go into a skid. If your vehicle has an antilock braking system, brake firmly and steer in the direction you want to go. If you don't have ABS, steer into the skid and avoid braking. A good tip to remember is to always look in the direction where you want your car to go.

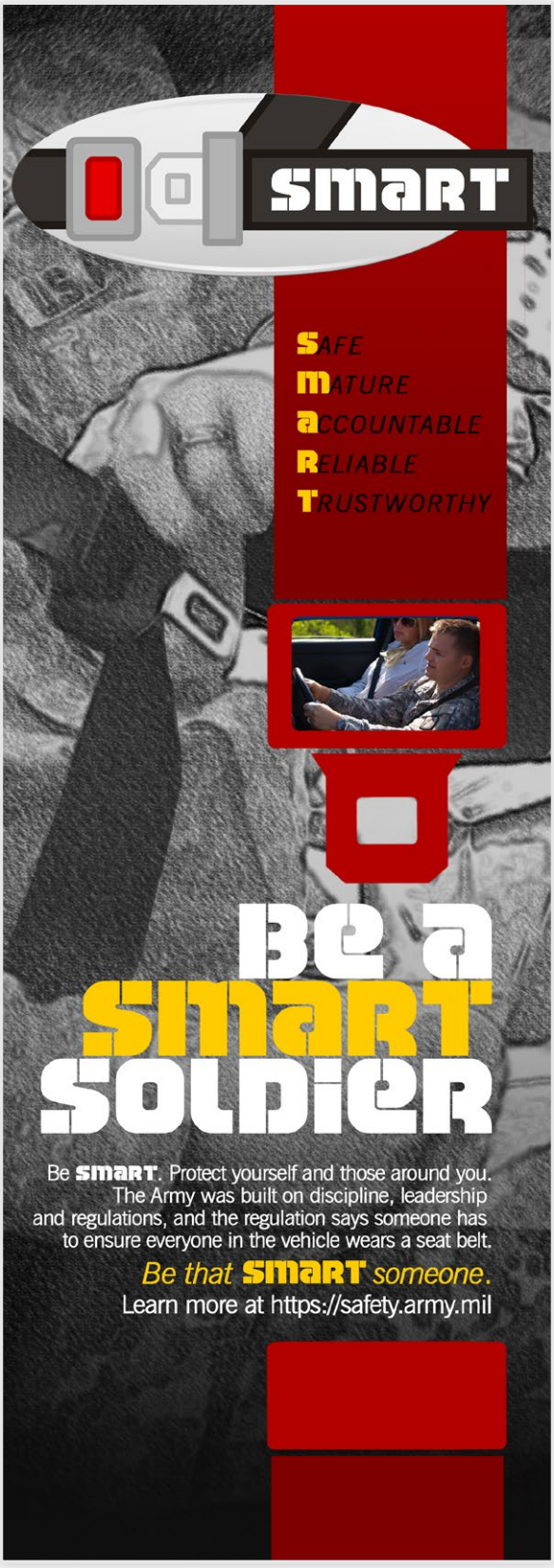
Drive with low-beam headlights and, if possible, stay in the right-hand lane. Should you become stranded or stuck in snowy conditions, don't panic. If blizzard conditions make it hard to see or you're unable to shovel out of the snow, remain in your vehicle. Stay as warm as possible and limit your exposure to the wintry conditions.

Turn on your flashers or set up flares. Run the car in 10-minute intervals to provide heat while conserving fuel. Make sure your tailpipe is free of snow and open a window slightly on the downwind side of your vehicle to prevent the buildup of carbon monoxide. Use your blanket to help stay warm, but avoid falling asleep or staying in the same position for too long. Also, monitor yourself and other passengers for frostbite and hypothermia.

One last thing

The final step of risk management is to evaluate how well your control measures worked. Did you arrive at your destination without an accident? If you did have problems, ask yourself what you could have done differently and make that a part of your controls in the future.

Taking your time, maintaining good situational awareness and planning for the possible hazards on the road will greatly improve your chances of arriving safely at your destination this winter. And by the way, keep an eye out for those overconfident drivers who flew by you earlier. Chances are you'll see them again a few miles up the road — in the ditch.■



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Merge Right

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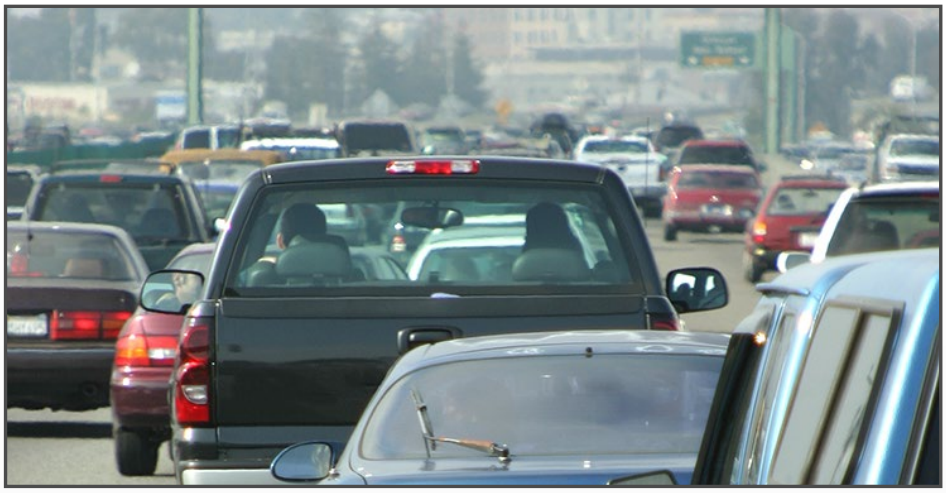

A few years ago, my family and I drove from North Carolina to Florida to visit my in-laws for the holidays. As we made the roughly 600-mile, 10-hour trip, I was reminded how important it is that people share the road courteously and responsibly. One place where that is particularly important is when merging with highway traffic. Even though we do it every day, merging into traffic is a feat that even seasoned drivers sometimes have a hard time accomplishing safely.

Yielding

One of the definitions for "yield" in Webster's Dictionary is "to give or render as fitting, rightfully owed, or required." We Americans, however, can be a greedy when it comes to yielding on the road. We must remember that yielding is important to the safety of drivers already on the road and those trying to merge.

Merging drivers are responsible to yield to highway traffic and to signal their intentions early enough for other drivers to properly plan and react. However, it's not just merging drivers who need to yield. Although drivers on the road have right-of-way, they should be willing to yield, as needed, to allow space for merging drivers to safely enter the flow of traffic. Matching speeds, as described below, can help make that process easier, safer and less aggravating for both drivers.

"Check your ego; you'll get over being ticked a lot faster than you'll get over being ticketed."

Matching speeds

Matching speeds is important to reduce the difference in speed between drivers on the road and those attempting to merge. To do that, merging drivers need to use the onramp and, if available, merging lane to accelerate to just below the traffic speed. Highway drivers should slow down slightly to provide merging drivers room to enter the road and reach highway speed.

Another option for drivers on the road is, when possible, to signal and change lanes to their left. This frees the right-hand lane for merging traffic to enter safely. It is important to know the state's rules about driving in the left lane so you don't camp there if it is not legal. You should reenter the right lane when it is safe to do so.

One-to-one merging

Another alternative is one-to-one merging, which alternates a vehicle on the road with a merging vehicle. Drivers on the road and merging drivers effectively alternate taking their turn in the right lane, allowing them to share the road in a predictable, equitable fashion. To make this work safely, drivers on the road should keep, at a minimum, a two-second following interval behind the vehicle ahead. This leaves room for merging drivers to enter the roadway and helps avoid tailgating — a dangerous situation that can lead to road rage.

All the rage

Speaking of anger on the road, there's a reason many police officers park near merging lanes and watch the traffic; such places are common


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locations for road rage. A vehicle gets cut off or someone speeds, blocking a driver from merging and forcing them to stop in the merging lane, and the blood starts boiling. Such incidents can lead to road rage as drivers seek to get even with those who have offended them. Because of increased traffic congestion and driver distraction as motorists try to move to the proper lane, it's especially important to yield without letting tempers flare. Acting out road rage is against the law and can land a driver in jail, in addition to paying stiff fines and penalties.

Don't pick a fight

If you're on the highway and approaching an onramp ahead, remember the advice about matching speeds. Slow down and leave room for the merging vehicle to enter the road ahead of you. Remember to use the two-second following rule on the road to leave a safe interval. Understand it's not worth your life or someone else's to save those two seconds. Speeding up to block someone from merging can earn you a ticket for tailgating or aggressive driving. Check your ego; you'll get over being ticked a lot faster than you'll get over being ticketed.

Chilling out

Merging on roads covered with snow or ice requires extra care if you want to avoid a collision or winding up in a ditch. If you're on the highway, it's best to signal and move to the lane on your left. This allows merging drivers the extra room they need to slowly accelerate on the onramp, get onto the highway and gradually speed up to match the traffic flow. The last thing you want yourself or anyone else to have to do is suddenly brake on a slick road.

The squeeze play

Not all merging situations involve traffic entering a highway. Sometimes, road construction or accidents force drivers to merge into a single lane. Planned lane closures, such as for road construction, are normally well marked in advance, alerting drivers to what lies ahead. Temporary lane closures, such as those caused by accidents, require drivers be alert to the road situation ahead. In both cases, there will be some drivers who will stay in the lane being closed until the last second and then attempt to merge. While this cutting in line often angers other drivers, trying to block them could lead to serious consequences, such as driver confrontations or multiple-car crashes.

Bottom line

While it's easy to feel we own the stretch of road we are on, it's a lot wiser to be willing to share it with others. After all, which would you rather be behind on the road — a merging driver or a tow truck?■

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Over Water, Out Of Power

CHIEF WARRANT OFFICER 3 MATTHEW HOPPER

Over the last 18 years, there have been many events I've written about. Most would probably be good reads, but one in particular sticks out — the infamous dual-engine rollback in a UH-60A over ALANA intersection just south of the Honolulu VOR.

The flight started routinely with an instrument flight rule departure from Bradshaw Army Airfield on the big island of Hawaii. We were en route to Wheeler AAF on Oahu. I was the pilot in command of the flight, and my pilot that day was another experienced PC in the company. I had about 2,000 hours of flight time, and the PI was somewhere close to 1,000 hours. Needless to say, it was a nice change from doing readiness level progressions or evaluations.

Shortly after takeoff we settled in for a nice, two-hour flight back to Oahu in mostly visual meteorological conditions. I would have preferred to be operating under visual flight rules at 500 feet back to Oahu to take in the sights, but it was against brigade policy to fly single-ship VFR inter-island. Prior to this incident, I really did not understand the point of that rule. It soon became very clear.

The first hour and half of the flight was uneventful. We had been at 10,000 feet and kept getting altitude step-downs from approach control. We eventually ended up at 6,000 feet and two to three miles from ALANA intersection, which is about 13 miles south of the Honolulu VOR and 12 miles from the closest piece of land. As we approached ALANA, I started my right turn inbound to the VOR. That's when we heard

something every pilot hates to hear — a change in engine noise.

Everything seemed like it was in slow motion. I was the pilot on the controls and when I heard the engines spooling down, I looked at the pilot's display unit and saw both engines and the rotor RPM dropping. At first I thought we had oscillations, which I've seen before; but when all three came down below 95 percent, I announced decreasing RPMs and lowered the collective slightly and slammed the increase/decrease switch full forward. I would later find out the entire crew thought I was messing around and introducing an emergency procedure.

As soon as the low rotor horn sounded, they quickly realized this was for real. I announced autorotation and lowered the collective completely. I then made a sharp right turn to avoid going in the next set of clouds at our 12 o'clock. At this point we were about five to 10 seconds into the emergency. As I entered the auto and started my right turn, I could see Jason, the PI, was looking at the central display unit and caution advisory, trying to figure out what had just happened. I asked him, "Jason, which is the low engine?" He responded with, "Matt, they are both low".

I then thought to myself, "What would cause both engines to go low but not shut down? Jason must be looking at this wrong." All the while, I was trying to establish a steady state for the autorotation. At this point I had slowed the aircraft from 110 knots to 85 knots or so and started to lower the nose and turn toward a large ship inbound to Oahu. I had no intentions of landing on the ship, and, yes, I've been asked why I turned toward it. I just wanted to be close to something if it turned out we had to swim that day.

In the meantime, while I was getting us established into an autorotation, Jason was still troubleshooting the EP. The only thing we knew for sure was that we were dealing with something neither of us had ever seen. I then asked Jason again, "Which is the low engine?" He

responded with, "Matt, I told you, they are both low." Of course, it was in a much more forceful and slightly annoyed voice the second time. I then took a look inside for a half a second and, sure enough, both engines were low. My eyes were immediately drawn to the NG. They were both indicating about 65 percent, which, for a Black Hawk means the engines had rolled back to idle.

I can't remember exactly where the ENG RPM ended up, but we maintained the rotor at approximately 102-103 percent. I then looked outside and said to Jason, "That makes no sense at all." To which he said, "I agree," with a few choice words in the middle.

He then announced he was taking No. 2 to lockout. I replied, "Roger, No. 2 to lockout." But as soon as he put his hand on the engine power control lever, the engines started increasing RPM. Now, mind you, this had nothing to do with moving a control lever. Jason had merely placed his hand on it and not moved a thing.

As soon as the engines started their upward climb, I said, "Hold on. Leave it alone for a second." At this point I know there will be plenty of you second guessing this decision, but put yourself in my shoes for a minute. I had never seen two engines decrease RPM before and now they were coming back to life. I did not want to do anything that may aggravate the situation. Plus, we still had 4,000 feet or so to figure this out before we were swimming.

Jason then stopped and held his hand on the PCL but did not take it to lockout. As soon as the engines got up around 95 percent, which felt like an hour, I started to slowly increase the collective. You could feel the rotor starting to take the load and we heard the whine of the engines as they started to couple with the rotor again.

The engines and rotor met up close to 98 percent before both engines started to head south again. This time, they only went down to 90 percent and immediately started their climb back up to 100 percent. To me this looked much more familiar. I told Jason, "Hey, it looks like they are oscillating. I'm going to start pulling collective and we'll see what happens. If the engines go below 95 percent this time, get No. 2 to lockout." He said OK. As the engines and rotor coupled again, all three started to oscillate from about 95 percent up to 102 percent. We then leveled out somewhere in between 2,000 and 3,000 feet.

During this process, HCF approach had been screaming on the radio. Previously, Jason made the mayday call after the entry into the autorotation, but we did not have time up until this point to give them any of the details they wanted so badly. Jason got on the radio and explained the situation and, after a lot of back and forth, finally told them we were landing on 4R at Honolulu. They were not happy about that at all. They wanted us to continue to Wheeler AAF, but given what we had and the lack of really knowing what we were dealing with, Jason and I thought it best to get this thing on the ground ASAP.

Jason's hand never left the No. 2 engine power control lever during his conversation with approach and his eyes never left the pilot's display unit. We talked about it the whole way in. We know the EP for oscillations, but because this EP did not come on as normal oscillations, we did not want to compound the situation unless we were no-kidding getting ready to go into the water.

"Previously, Jason made the mayday call after the entry into the autorotation, but we did not have time up until this point to give them any of the details they wanted so badly."

The rest of the flight, which lasted less than 10 minutes, was, for the most part, uneventful, barring the pucker factor every time the oscillations went close to 95 percent. We landed at Honolulu and started making our calls. The first one was to the commander and then on down the list. After everyone was notified and the ball was rolling on aircraft and crew recovery, we had some time to take in what just happened.

We got the crew together and started talking. The biggest takeaway — or surprise, if you will — was there was never any overreaction. Our crew chief, Andrew, kind of chuckled

because he said that it sounded like Jason and I were just having a conversation without much emotion involved. I then chuckled a little bit because I was really happy I still had clean pants. At that point, we felt we all performed as a crew in exactly the manner we were trained. Take your time to identify the emergency procedure and don't compound an already bad situation. We had time; we started this EP at 6,000 feet and 110 knots. Our initial reaction was to take one engine to lockout, but, not knowing exactly what we were dealing with, who's to say that would not have made the situation worse.

The next few weeks were excruciatingly painful with the troubleshooting that was going on from some of our peers and superiors. If I remember correctly, the battalion commander's first question to the BAMO was, "What did they do wrong?" I found that comment humorous to say the least. How quickly we in aviation are to judge things we don't understand. I was also asked numerous times why I did not jettison the doors, to which I replied, "Where do you think the doors are going to go in an autorotation?" Some of you may find that question crazy, but I can honestly say that's the most common question I received after all of this went down.

Anyway, there were many, many people who said and still say that a dual-engine rollback in a Black Hawk is impossible. To them I say read the Flightfax article from May 1999 and get back to me. To everyone else, I say this: Dual-engine rollback happens. Do a quick Google search and you can read all about it. I was told there was not one specific cause. However, they did find a leak in the anti-ice start bleed valve that caused heat damage to one of the ECUs.

They also found a broken or bad wire that came from or went to an engine speed potentiometer. Just to set the record straight here, I am not a maintenance test pilot, but it was explained to me like this: One engine went low because of an overheated ECU and, based on the faulty potentiometer, the other engine went with it. When the ECU cooled down, they came back. That was a good enough explanation for me.

I know all the representatives from the appropriate companies were involved and eventually figured it out, or at least got it back together to the point where they said it would not happen again. I have no idea if our dual-engine rollback was caused by the same malfunction that caused all of the rollbacks in 90s, but I can assure you, the engines rolled back. Had we been at 500 feet and not 6,000 feet, there is a pretty good chance we would have been swimming back to Oahu.

Of course, now that we know dual-engine rollback exists, I don't think it would take me long to diagnose and take action. If engine power control levers are set to fly and both engine NGs are low, I'm taking one to lockout, no questions asked.

What I'm trying to share is the fact that nothing is set in stone. Just because it's not in Chapter 9 of your operator's manual does not mean it can't happen or does not exist. Of course the -10 does address engine RPM being low and checking the increase/decrease switch, which we did, but it had zero effect. I had never heard of dual-engine rollback until the day I had to deal with it in a real-world incident. After I described what I had seen, I must have heard 10 stories about people familiar with it. That's also when I was made aware of the Flightfax article from 1999.

After the smoke settled a bit, Jason posted the information on Hawkdriver.com, trying to get some information about rollback. A few folks chimed in with actual accounts. Still, to this day, I have yet to see anything or hear anything other than the following statement: "It can't happen." To that, I politely respond, "You're wrong!" ■

Playing with Fire

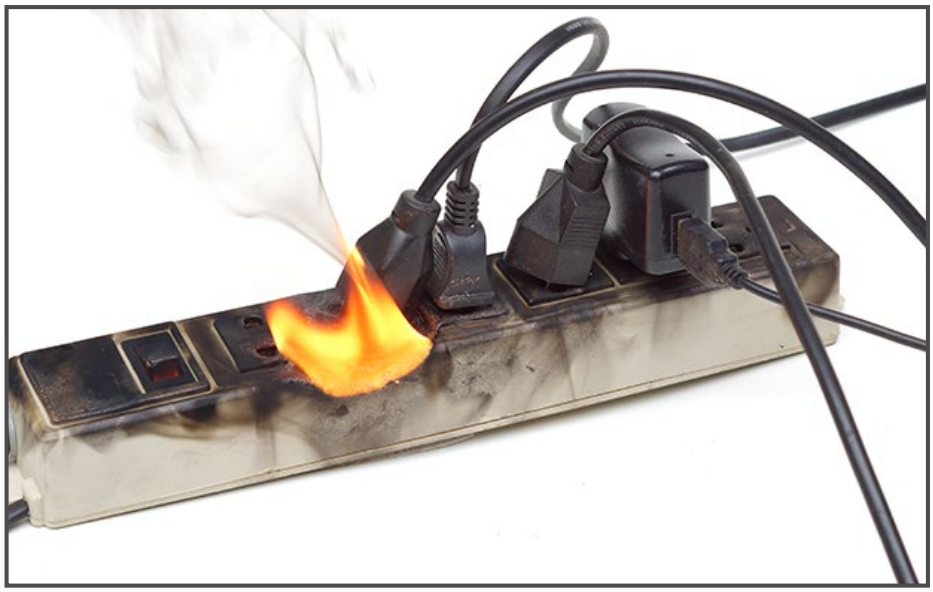
COMPILED BY THE KNOWLEDGE STAFF

Soldiers remain indoors much more during the cold winter months than in the spring and summer, when the weather is sunny and pleasant. In some cases, this means many appliances and electronic devices will remain plugged in and running for longer periods of time, which can increase the risk of an accidental fire.

Electrical hazards are the most common fire risk Soldiers face and can result from the improper use of extension cords, appliances, daisy chained power strips, overloaded outlets and light fixtures. To help reduce electrical fire hazards, inspect the rubber or plastic insulation wrapped around extension cords. If this protective wrap is cracked, frayed or damaged in any way, replace it immediately.

Keep in mind extension cords are intended to be temporary and should be unplugged after every use. Never consider an extension cord as part of an appliance's factory-supplied power cord. Also, look at the male and female ends of the cord. Stamped on one or both ends should be the Underwriters Laboratories "UL" symbol, which is considered the safety seal of approval. Electronic goods without this stamp or sticker should not be trusted.

Another common mistake that creates a fire hazard is daisy chaining power strips (plugging one power strip into another). This is often done in a misguided attempt to operate multiple appliances off one outlet. This technique causes a reduction in the amperes flowing into individual appliances, which results in overheating and can lead to a fire. One outlet is manufactured to supply power to one power strip. Operating two or more power strips off a single outlet creates an unacceptable hazard.



Light fixtures such as lamps and track lighting can also create a fire hazard. Lights should never be placed where they touch curtains or drapes. In addition, never cover the top of a lampshade, as heat from the bulb must be allowed to ventilate. If the bulb cannot ventilate, the heat will intensify and perhaps cause a fire. It's also a good idea to keep appliances clean. Remember to never cover an appliance's ventilation ducts, as lack of ventilation causes heat and can result in a fire.

Although electrical hazards may dominate this list, they're not the only threat. As for smoking hazards, do not empty ashtrays or cans into the trash without first dousing the hot ashes with water. More importantly, remember to never smoke within 50 feet of any fuel point or tanker truck. Also remember candles and gas grills are fire hazards. Burn barrels must be kept a safe distance from all buildings and decking, and a fire should never be left unattended.

Some final thoughts on housekeeping practices: Never cover emergency light fixtures with clothes, linens or anything else. Also, never block exits with furniture and do not obstruct access to breaker boxes either inside or outside of billeting structures. If you have any questions or concerns about fire safety, direct them to your safety officer or the fire department. Remember, fire hazards have countermeasures. Employ them! ■

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Stranded in the Tundra

GREGORY SANCHES
Garrison Safety
Fort Wainwright, Alaska

Jim — that's not his real name, but we'll use it for easy reference — had big plans for his fall moose hunt. Jim, who was stationed at Fort Wainwright, Alaska, had contracted a guide to take him hunting. Looking to make the most of their time, the pair decided to ride their all-terrain vehicles to the jump-off point for the hunt, leave them there and then return in a light plane from a nearby airstrip. When it was time for the hunt, the pair planned to fly back out to the strip and pick up their ATVs and gear.

The day came for Jim and his guide to meet and ride their ATVs to the drop off point. Jim was confident about the ride; he'd already spent a lot of time camping and hunting in the back country. This was a piece of cake — or so he figured — so he didn't bother letting anyone else know where he was going, what trail he was using or when he was due back.

As the pair rode their ATVs down the trail, Jim got ahead of his guide. Instead of waiting for him to catch up, he kept pushing on, thinking he could find his own way to the drop-off point. After going some distance, Jim lost the trail but thought he could still make it by taking off across the tundra and heading toward Iowa Ridge. However, he didn't have a map, compass or his portable GPS equipment with him. Beyond that, he was familiar with the terrain he was now in.

As he rode, Jim's heavily loaded ATV began to overheat, ultimately shorting out the electrical system.

Fortunately for Jim, he was able to pull start the engine once it cooled down. But he was now lost and, as night fell, he decided to camp next to his machine, fighting off the chilly temperatures by staying warm in his sleeping bag.

The next day, Jim headed out again across the tundra. As he rode through the rugged terrain, the ATV tipped onto its side. Try as he might, Jim could not get it back onto its wheels. Stranded, he spent his second night in the wilderness, camped out beneath a tarp next to his machine. The next day brought rain, wind and temperatures that dropped into the 40s as Jim hunkered down beneath the tarp. To make matters worse, he was almost out of gas. Even if he could get the machine back onto its wheels and running, he didn't have enough gas to get to somewhere he'd be safe. The only good news was that Jim had his cellphone and could keep his family apprised of the situation.

"First, don't get cocky because you've done something in the past and assume you can take shortcuts."

The next day, his family called the Alaska State Troopers and tell them Jim was stranded and provided a general idea of where he was. The troopers launched a helicopter and, after a couple of hours, found Jim. Unable to land because of the

rugged terrain, the troopers contacted medical evacuation personnel at Fort Wainwright, who successfully got to Jim. They were able to rescue him and bring him back home, but his ATV had to be left where it was, stranded in the tundra. This was not exactly the way Jim had envisioned things going.

As bad as things went, Jim was lucky. Things could have turned out far worse than just being in hot water with his family for screwing up his back-county trip. With the benefit of hindsight, it's easy to see his trip was an accident waiting to happen. Instead of applying risk management to plan for any potential problems, he assumed too much of his own skills. He substituted poor prior planning for risk management and got unpleasant results.

Let's take a minute to use a little risk management to see how an ATV trip into the back country could have been better planned.

First, don't get cocky because you've done something in the past and assume you can take shortcuts. You don't know everything that could happen. Because of that, check your survival equipment to ensure you're carrying everything you'd need should you become lost or stranded. No one plans on getting lost or stranded, but once you are, you'll have to survive on what you brought with you.

Second, always tell someone responsible where you're going and leave a detailed map with them. Establish certain checkpoints along your route and, when you reach them, contact that responsible person. That way, should something happen, it will be a lot easier for searchers to find you.

Third, never travel alone in the back country. Even if your guide is moving slower than you want to, stay with them. They know where they're going; you may only think you know. This is especially true when traveling through unfamiliar terrain. Also, common sense dictates taking a map, compass and, if you have one, GPS so you can keep track of your position.

Remember, the back country can be very unforgiving of mistakes, and man is not the top of the food chain. Before you go out, make sure you've got a good plan to come back. ■

HERE IT COMES

Are you ready to crank?

READY ...OR NOT?

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READINESS THROUGH SAFETY

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Expect the Unexpected

CHIEF WARRANT OFFICER 3 NICHOLAS C. FELIX

It was the beginning of another routine daytime mission. Get some gas and bullets and go fly around for four hours. I was the pilot in command of the lead OH-58D that day. Being fairly new at the PC thing, I preferred to do things a bit slowly. All (some) factors considered, I chose to depart with a right quartering headwind. We were set-right-stack-left and ready to roll, but, as expected, a Black Hawk at my 5 o'clock exercised its liberty and took off from its position at the fuel point.

Operating an OH-58D on an airfield is a little like driving a motorcycle in traffic. You have to understand the other operators won't see you and are always trying to kill you. So, I knew this. Instead of taking off immediately, I set down to let the Black Hawk take off. It did the usual vertical takeoff with a pedal turn into the wind. No big deal. I called tower and requested takeoff clearance while I watched the Black Hawk fly up, up and away to the right. Now cleared for takeoff with trail set to my left, it was time to go.

As the Black Hawk climbed away, I braced for the rotor wash. A little breeze went by, so, figuring the threat had passed, I pulled some pitch. Keeping an eye on the Black Hawk, it turned again, nearly reversing course. No worries; our flight paths were well separated, so I continued. Just as the skids got light, the full brunt of the Black Hawk's rotor wash hit on my right side, along with the right quartering head wind. There was a pivot point — the left skid — and a rolling motion. But, luckily, at some point prior to the critical angle, we became airborne. Still, this was not a good situation. I pegged the cyclic into my right leg, but the world was sideways and my trail aircraft was getting closer, fast. The left-seater was braced for the crash.

"I pegged the cyclic into my right leg, but the world was sideways and my trail aircraft was getting closer, fast."

I've been blown around by Black Hawks and Chinooks, and when you run out of cyclic there is one other control to which you can turn. So, like I'd done before, when the cyclic wasn't quite cutting it, I pulled a bunch of collective. That worked quite well. We rolled back to the right real fast, which was just fine with me. The swinging soon stopped, but the shaking continued. That was a close call! What started as a routine day turned into anything but, and it proved to me once again that when you're flying a helicopter, always be ready for the unexpected. ■

Get the tools before the road gets rough.

Driver's Training Toolbox

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READINESS THROUGH SAFETY

Face First in the Snow

MALGORZATA KOURETAS
U.S. Army Armament Research and Development Engineering Center
Radiation Protection Office
Picatinny Arsenal, New Jersey

There was a huge thud and then everything went black. When I woke up, I was lying face down in the snow in a rapidly spreading pool of blood. I must have blacked out again because the next thing I remember I was lying on my back on a stretcher, staring at the sky with a snowmobile pulling me down the mountain. As I passed my friends, I saw their concerned expressions. That scared me. I knew I was hurt, but wasn't sure how badly. Before long, I was on my way to an emergency room. After the doctors examined me, I found out I'd broken my nose. That wasn't the way I'd expected my day on the slopes to end.

Earlier that day, I'd been downhill skiing with friends on a mountain I was very familiar with in northeastern Pennsylvania. I grew up in the Northeast and had plenty of experience skiing on icy, packed powder. The slope I was on wasn't that difficult, but it was extremely crowded that day. Unfortunately for me, there were a lot of first-time skiers and snowboarders around. Many of them felt they were too cool to stay on the bunny slope and had gotten onto the more advanced slope, making it even more crowded and dangerous.

Not only did the beginners lack the skills for the advanced slope, many were ignorant of the Skier's Code of Responsibility (see box at end of this article). One of the code's basic rules is you don't enter the slope without first looking uphill and yielding to people already moving downhill. Common sense should tell you skiers coming downhill have a lot of speed and momentum and getting in their way is a recipe for disaster. However, not everyone on a ski slope uses common sense.

"Many of them felt they were too cool to stay on the bunny slope and had gotten onto the more advanced slope, making it even more crowded and dangerous."

As I headed down the slope, I suddenly found a snowboarder heading up the slope right in front of me. Normally, I'd be able to maneuver and avoid a collision, but the slope was so crowded I couldn't turn without hitting somebody. Unable to avoid him, I hit the snowboarder head-on, fell over him and then went face first onto the ground.

While he escaped injury from the collision, I wasn't quite so lucky. My impact with the ground left me with a deviated septum. You might say my nose is permanently out of joint. Along with acquiring my crooked nasal passages, I learned some lessons that day I often pass along to new skiers and snowboarders:

• If it's your first time on skis, take lessons. It's better to learn from a professional rather than follow your friends down the mountain.

• Don't ski on a trail that is above your level. Not only can

Skier's Code of Responsibility

Skiing can be enjoyed in many ways. At ski areas you may see people using alpine, snowboard, Telemark, cross-country and other specialized ski equipment, including that used by disabled or other skiers. Regardless how you decide to enjoy the slopes, always show courtesy to others and be aware there are elements of risk in skiing that common sense and personal awareness can help reduce. Observe the rules listed below and share with other skiers, especially those who are new or inexperienced skiers.

1. Always stay in control, and be able to stop or avoid other people or objects.

2. People ahead of you have the right of way. It is your responsibility to avoid them.

3. You must not stop where you obstruct a trail, or are not visible from above.

4. Whenever starting downhill or merging into a trail, look uphill and yield to others.

5. Always use devices to help prevent runaway equipment.

6. Observe all posted signs and warnings. Keep off closed trails and out of closed areas.

7. Prior to using any lift, you must have the knowledge and ability to load, ride and unload safely.

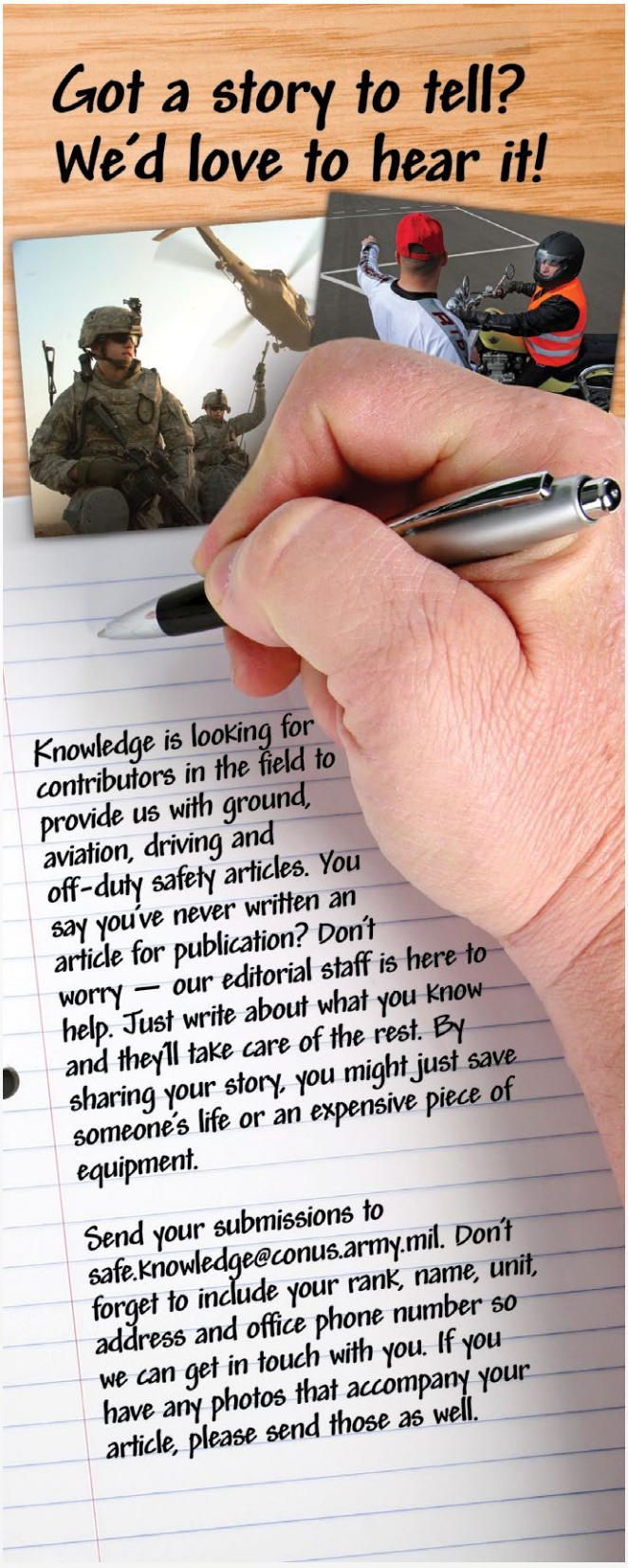
you hurt yourself, you can hurt others around you.

• Make sure you have the proper equipment and it is adjusted and fits properly. When taking children skiing, ensure they wear their helmets. According to the U.S. Consumer Product Safety Commission, children between the ages of 5 and 14 are the most likely skiers to suffer head injuries.

• Don't start drinking until after you're done skiing. I've seen too many drunk skiers slam into trees.

• If you're venturing onto to the steeper slopes or off the trail, don't go alone. Although I passed out after the accident, my friends were there to summon the ski patrol to help me.

• Stay in control while you are skiing or boarding. Don't leave the bunny slope until you have mastered it and have the skills to try something more challenging. Practice being safe so you and your fellow skiers and snowboard bums can enjoy the slopes for years to come.■



HERE COMES

Staying safe in the cold means staying aware of your personal risk. Know your limits and plan ahead for all your activities, both on and off duty.

READY ...OR NOT?

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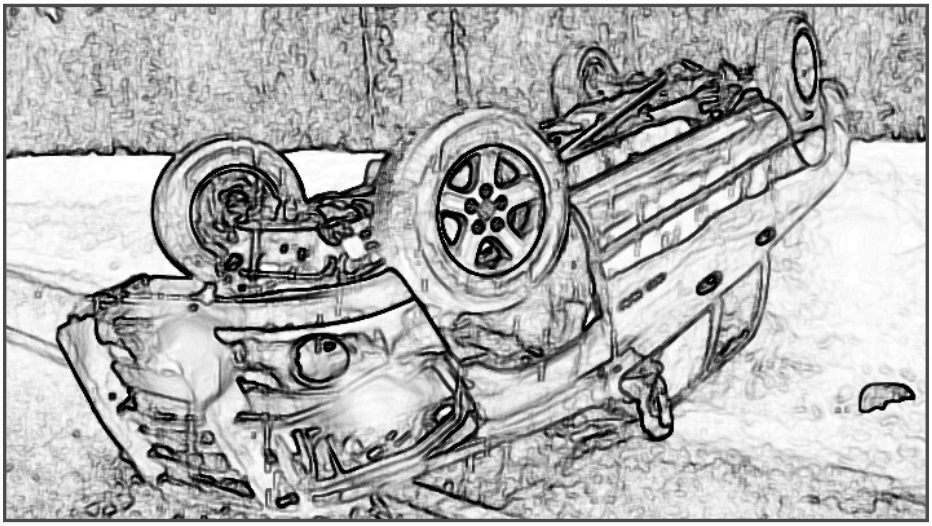
Pushing My Luck

SCOTT TUFTS
Naval Support Activity
Orlando, Florida



Hanging upside down in my driver seat, restrained by my seat belt, I was thinking, "How did I get here? What did I do to get myself in this situation?" All I could see through my windshield was the snow on the ground. Then I suddenly heard knocking on my window and my buddy asking, "Scott, are you OK?"

So how did I end up on the roof of my Ford Explorer on the side of Interstate 70 in Kansas? Let me go back about 11 hours to 10 a.m. the previous day. It was a Friday in February and my buddy, Tom, and I had just graduated from the Battalion Motor Officer Course at Fort Knox, Kentucky. As soon as the graduation was over, we changed clothes, checked out of our hotel and hit the road. We needed to get back to our unit at Fort Carson, Colorado, by Monday morning. Although it was a 1,200-mile drive, Tom and I figured we could make it by Saturday morning if we drove through the night. We had our own vehicles, so we decided to just follow each other.

Initially, the trip went without any incidents. However, as we passed Kansas City, Kansas, on I-70 we ran into a blizzard. It caught us by surprise because neither of us had checked the weather conditions for our route before we left. I was in the lead, following an 18-wheeler. The blowing snow had cut my visibility to less than 20 feet and I could barely see the back of the tractor-trailer.

Sunset was at about 6 p.m. Shortly afterward, we started seeing cars pulling off the side of the highway — their drivers stopping because of the poor visibility. However, this did not deter us. All we were concerned about was getting home as fast as we could.

The snow plows were working hard, their blades piling up large mounds of powder along the sides of the highway. Eventually, we began encountering black ice on the road. We watched as some of the cars ahead of us fishtailed, went off the highway and plowed into the snow-piled embankments. One car in particular, driven by an elderly gentleman, slid into the grass median. Being good Samaritans, we pulled over to push his car back onto the road so he could get going again.

Ironically, although I'd been pushing my luck all day, it wasn't until after we'd rendered assistance that it changed for the worse. Once the elderly gentleman was on his way, I got back into my truck, buckled up and started to merge with the traffic. My Explorer had four-wheel drive, but I didn't use it because I didn't want to get out and manually lock the hubs. Besides, the snow was letting up and visibility was improving.

"All we were concerned about was getting home as fast as we could."

Because it was dark, I didn't see the ice ahead of me. I had slowly accelerated to 30 mph when the back of the Explorer suddenly began to fishtail. I turned the wheel and pumped my brakes, but I couldn't stop sliding. The Explorer slid from the left-hand lane across the right-hand lane and onto the right shoulder. The right side hit the piled up snow on the embankment and then flipped over. Only my seat belt kept me from being thrown around inside my vehicle and ejected or seriously injured.

I could have missed all this excitement had I considered the risks before taking off on my trip. For example, had I checked the weather, I wouldn't have been surprised by the blizzard. I also should have planned a more reasonable trip schedule — one with an overnight stay and rest breaks. Trying to drive 1,200 miles straight through was a sure setup for fatigue, something you don't need when you're driving.

So how much did it cost me to be in a hurry? Well, it took me longer to get to Fort Carson than I'd planned. In dollars and cents, the damage to my truck ran $3,245. I was fortunate my insurance covered $2,900 of that. I was even more fortunate this accident didn't cost me my life. Wearing my seat belt kept me alive so I could pass along these lessons learned. That said, preventing accidents is better than surviving them. ■

Funnel Cloud

CHIEF WARRANT OFFICER 3 PHILLIP FLISSINGER
Detachment 37, Operational Support – Aviation Command
Kansas Army National Guard
Topeka, Kansas

One of the last things you expect to encounter when on a landing approach is a funnel cloud. Yet, it happened to me in Kandahar, Afghanistan, in the winter of 2013 on an intelligence, surveillance and reconnaissance mission.

The previous few weeks had presented varying weather. Unfortunately, on this day, the conditions were beginning to deteriorate. Thankfully, we were on the ground beginning our pre-mission planning. The weather was well above our minimums; however, recently, the forecasted weather was nowhere near what had actually occurred. This did not give the crew a warm-and-fuzzy feeling. We continued to monitor weather and, as a crew, decided to drive on with the mission.

Even though the weather was legal for us to take off, we still decided we needed another out. That being said, we decided we would take off and adjust our station time as the weather permitted. The mission began without a hitch, and everything went according to plan. We took off and were in the clouds. Eventually, we arrived at our airspace and flew under visual flight rules, above the clouds.

As the mission went on, we continued to monitor the weather, using the local automatic terminal information service as well as requesting current observations on the surface at the airfield via radio and other communications. We remained diligent, continually using our visual cues, the storm scope, weather radar and ATIS. After about two hours, the forecast seemed to be coming true. Cloud cover continued to build and thunderstorms became more prevalent.

As a crew, we discussed our courses of action and decided it was in our best interest to return to base. On our approach back to Kandahar, we encountered moderate turbulence as we navigated around the storms. Still, everything was going according to plan based on the situation. After gaining contact with the tower, we received vectors to intercept the approach course. Then, on short final, we received a frantic call from the tower directing us to abort the approach and immediately make a 180 degree turn.

The air traffic controller informed us there was a funnel cloud over the airfield. We immediately followed his instructions and went into a holding pattern while communicating with approach control. After the storm passed, ATC gave us the clearance to proceed with the approach and we landed without further incident.

This event proved to be a learning experience I will never forget. In my mind, we did everything we should have, but the situation still could have ended differently. I believed we executed our due diligence by reviewing the weather prior to departure, continually monitoring the weather using all of the tools available to us, realizing the weather was becoming unsafe and departing before our scheduled end of station time as well as making snap decisions as prescribed by ATC.

This mission brought to light a couple of things that are excellent to reinforce. First, the mission is the top priority; however, when conditions present themselves to be unsafe, it is imperative we take appropriate action to ensure the safety of the crew and the aircraft. Second, crew coordination is a critical component of our success and survivability of a dangerous situation. Take these things on every flight.■

ARE YOU READY?

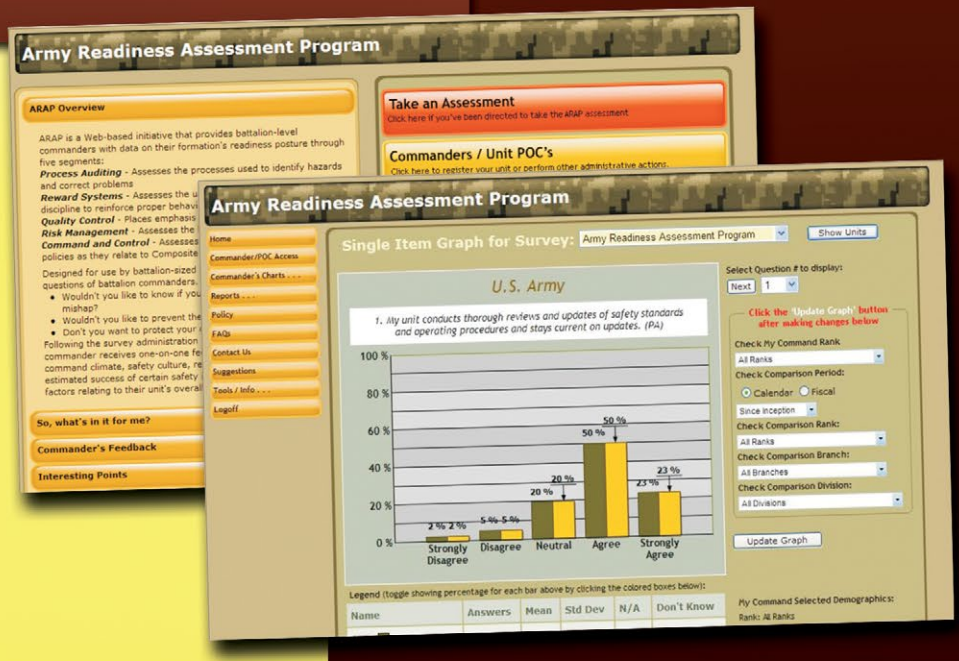
Wouldn't you like to know if your unit is about to experience a mishap?

Wouldn't you like to prevent the loss of personnel and equipment?

Don't you want to protect your combat power?

ARAP

ARMY READINESS ASSESSMENT PROGRAM



ARAP is a Web-based initiative that provides battalion-level commanders with data on their formation's readiness posture.

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Head Strong

COL. JAMES B. BARKLEY
59th Aviation Troop
South Carolina Army National Guard
Eastover, South Carolina

I should be dead. The rate at which my head was accelerating when it struck the concrete barrier would have ended my life had it not been for my Kevlar. Call it what you will — divine intervention, perhaps premonition — but if I had not put on my Kevlar for that 10-minute bicycle ride, I would be dead.

Those of you who have deployed know transportation is constantly an issue, and my time in Iraq was no exception. There isn't a sufficient quantity of transportation assets to adequately cover a battalion in a 24/7, split-operations scenario. As Task Force 151's executive officer, I had my own HMMWV and driver, but I gave them up to the line companies who needed them more than I did.

I'd procured a bicycle during my first weeks in country and used it exclusively on the FOB. Not only was I staying in shape, I could also navigate quickly through areas blocked to vehicle traffic. I could, in fact, get to my office faster than if I were forced to drive. Getting to the flight-line was another story; but again, I was getting a lot of exercise.

Unfortunately, people being who they are, my bicycle was stolen. Well, it wasn't really stolen, someone just "traded" me theirs. It was the same model, but in much worse shape. However, the greatest loss wasn't the bicycle, it was my helmet; I couldn't replace it easily. In a stroke of luck, when I bought the bicycle, the PX also had the protective helmet and lights required, by regulation, to properly operate it. Now I was without, and bicycle helmets were out of stock.

"He spoke of leading by example and doing what was right regardless who was watching. Humbled, I knew he was right."

I could wear my Kevlar, but it was heavy and bulky compared to my bicycle helmet. And I definitely couldn't leave it outside on my bicycle like I had with my other helmet. Therefore, I pushed my luck. I rode helmetless for exactly two days before running into the COSCOM commander. He smiled very patiently as I told my story of woe, but he wasn't smiling when he cited the regulation regarding proper bicycle operation. He spoke of leading by example and doing what was right regardless who was watching. Humbled, I knew he was right.

I walked my bicycle back to my room and left it there. For nearly two weeks I stubbornly walked everywhere, but I began losing patience with the time it took to get to my destination. Finally, I decided to cowboy up, put on my Kevlar and begin riding my bike again.

In Iraq, I'd go through periods when I couldn't sleep. My

FYI

For optimal safety, ensure you are operating your bicycle in accordance with Army Regulation 385-10, The Army Safety Program:

(1) Bicycle safety will be an integral part of each installation traffic safety program.

(2) Bicycle helmets approved by the Consumer Product Safety Commission will be worn by all personnel, including Family members, who ride bicycles on Army installations. Previously purchased bicycle helmets certified by the American Society for Testing and Materials may also be worn but when purchasing a new helmet, riders should look for the Consumer Product Safety Commission certification. Outside CONUS, riders may wear HN helmets if the helmet meets or exceeds Consumer Product Safety Commission standards.

(3) For Government-owned three-wheeled bicycles that are operated within operational work areas, commanders may use RM procedures to determine exceptions to the helmet requirement.

(4) Wearing headphones, earphones, or other listening devices while bicycling on or adjacent to roadways on DOD installations is prohibited.

(5) When bicycling on roadways on DOD installations during hours of darkness or reduced visibility, bicycles will be equipped with operable headlights and taillights, and the bicyclist will wear a reflective upper outer garment.

rule of thumb was if I lay in bed more than an hour, I'd get up and read. If I went back to bed and still couldn't sleep, I'd go to the office. This fateful night was no different. Unable to turn off my brain, I got dressed and headed for the door. I distinctly remember looking at my Kevlar and thinking, "It's 0130. Who would be up at this hour to see me?" To this day, I still can't honestly say why I put on my Kevlar, but I did. That action saved my life.

As I pedaled down the road in the middle of the night, I found myself riding into bright light. Excavation equipment was in operation on the road and portable lights lit the primary and surrounding areas where the work was focused. Unfortunately, the lights destroyed my night vision, and I slowed to pass the area. With the road work now behind me, I accelerated but was having trouble seeing very far ahead.

Suddenly, my eyes saw something directly in front of me my brain couldn't register and process quickly enough to avoid. It was a concrete barrier, about 4 feet tall, spanning the entire width of the road. The time between when I saw the barrier and realized what it was took just milliseconds. I hit the barrier at full force, crushing my front rim and forks, and breaking the gooseneck off at the upper frame. The sudden stop of the bike's front end accelerated me over the handle bars, dragging my biceps and forearms along the top of the barrier and slamming the front lip of my Kevlar on the opposite side. I heard the oddest sound I couldn't place until later; it was the air being forced out of my lungs as my body contacted the ground.

I just lay there as I tried to figure out what had happened. My disorientation slowly evaporated as I went from shock to anger. Sitting up, my back against the barrier, I regained my composure, checked for broken bones and then stood up slowly. As I stared at my bicycle, I realized how lucky — not just a little lucky, but miracle-type lucky — I was to have worn my Kevlar. The concrete at the point of impact had broken away, and my blood and skin decorated the top of the barrier.

If I hadn't worn my Kevlar, my forehead would have absorbed the impact with the barrier and I would have died. My military-issue helmet, designed to protect my head from fragmenting munitions, turned out to be a lifesaver in a way the Army likely never imagined. ■

HERE IT COMES

are you ready for the ride?

When riding on an Army installation:

- During hours of darkness or reduced visibility, bicycles must be equipped with an operable headlight or taillight.
- Riders must wear a reflective upper garment.
- Riders must wear a Consumer Product Safety Commission-approved helmet.
- Wearing headphones, earphones or other listening devices is prohibited.
- Yield to traffic when appropriate.
- Go with the traffic flow.
- Obey all traffic laws.
- Look before turning.

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